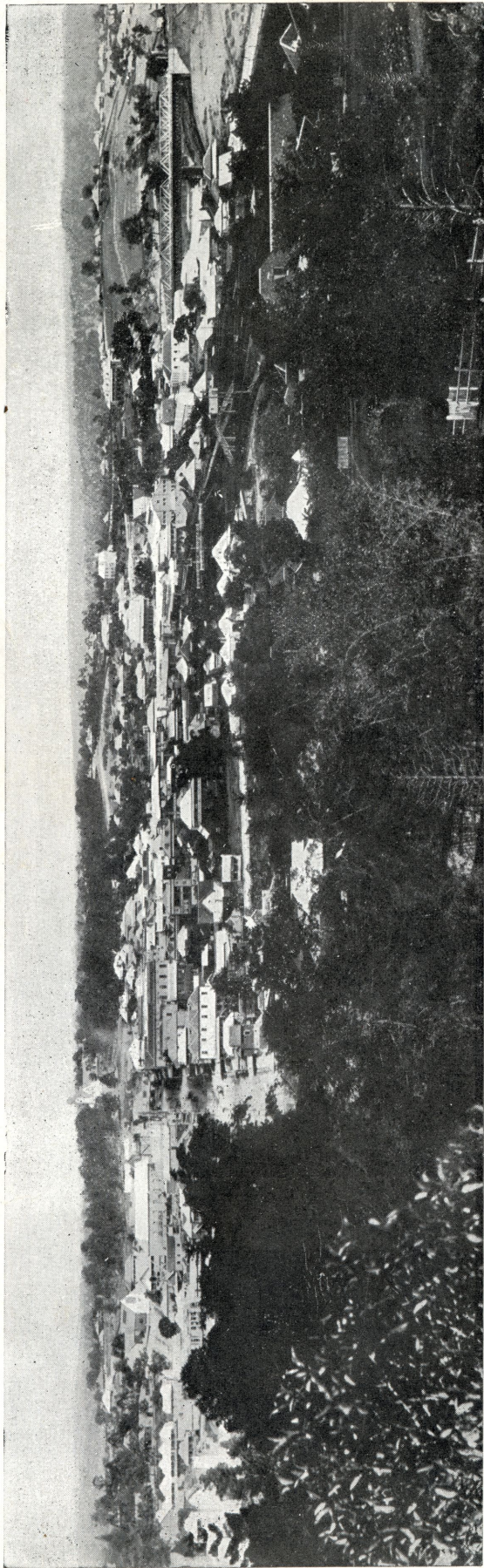


QUEENSLAND RAILWAYS



TRAIN·TRIPS
·WHILE·
STEAMER·WAITS



IPSWICH (FROM LIMESTONE HILL), 24 MILES WEST OF BRISBANE.

How to Spend the Time Whilst the Steamer Waits.

NOTE.—As the Time Tables contained herein are subject to alteration from time to time, travellers are advised to consult the current Time Table, which may be obtained at all Railway Stations.

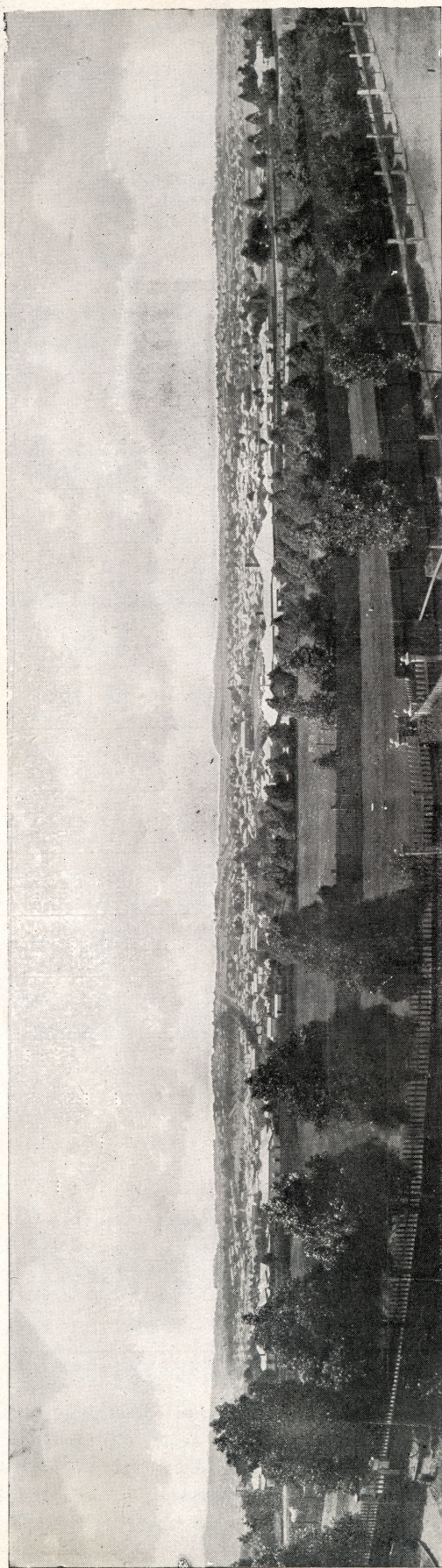
TOURISTS passing through by steamers from the South often ask the question: What can I see? Where can I go? or how put in the time while the steamer waits? and it is the design of this folder to give answer to these questions and show how the Tourist can most profitably put in this time.

Main Line—Up Trains: Brisbane to Toowoomba.

Height.	Miles.	Stations.	Pass. Daily.	Sydney Exp's. Daily. T.P.O.	Pass. Sat. only.	West Mail. Tues. and Fri.	Pass. Mon., Wed., Thurs.	Pass. Sat. only.	South- West Mail. Wed. only.	Pass. Sun.	Sydney Exp's. Sun. T.P.O.	+ Goods. Sun. only.
Pt.	39	Brisbane	a.m. 6 30	a.m. 7 50	p.m. 1 50	p.m. 2 15	p.m. 5 0	p.m. 6 0	p.m. 8 45	a.m. 6 40	a.m. 7 50	p.m. ...
57	57	Central R. depart	6 34	7 57	1 54	2 20	5 5	6 4	8 50	6 43	7 57	6 25
64	64	Roma Street arrive	7 40	8 38	3 0	3 4	6 0	7 5	9 35	7 50	8 38	7 35
		depart	7 45	8 45	3 10	3 10	6 5	7 13	9 40	7 55	8 43	7 45
123	27	Ipswich	a 8 1	...	a 3 27	a 3 27	a 6 21	a 7 30	a 9 53	a 8 9	...	a
104	30	Ditto	a 8 1	...	a 3 27	a 3 27	a 6 21	a 7 30	a 9 53	a 8 9	...	a
154	33	Karrabin	a 8 12	...	a 3 40	a 3 40	a 6 37	a 7 48	a 10 5	a 8 21	...	a 8 36
140	35	Walloon	a 8 12	...	a 3 40	a 3 40	a 6 37	a 7 48	a 10 5	a 8 21	...	a
152	38	Thagoona	a 8 33	...	a 4 4	a 4 4	a 7 1	a 8 17	a 10 25	a 8 42	...	a 9 5
198	41	Rosewood	a 8 33	...	a 4 4	a 4 4	a 7 1	a 8 17	a 10 25	a 8 42	...	a 9 5
279	44	Lanefield	a 8 57	...	a 4 29	a 4 29	a 7 30	a 8 40	a 10 49	a 9 5	...	a 9 35
335	51	Calvert	a 8 57	...	a 4 40	a 4 40	a 7 41	a 8 40	a 10 49	a 9 5	...	a 9 35
301	55	Grandchester	a 9 20	...	d 4 40	d 4 40	d 7 41	a 8 40	a 10 49	a 9 5	...	a 9 35
294	57	Laidley	...	...	d 4 40	d 4 40	d 7 41	a 8 40	a 10 49	a 9 5	...	a 9 35
337	61	Forest Hill	...	...	d 4 40	d 4 40	d 7 41	a 8 40	a 10 49	a 9 5	...	a 9 35
384	66	College	...	...	d 4 40	d 4 40	d 7 41	a 8 40	a 10 49	a 9 5	...	a 9 35
462	72	Gatton	9 20	...	a 5 7	a 5 7	a 8 0	a 9 3	a 11 10	a 9 25	...	10 5
		Grantham	a 9 45	...	a 5 20	a 5 20	a 8 25	a 9 28	d 11 35	a 9 50	...	10 40
		Helidon	9 53	...	a 5 30	a 5 30	a 8 40	a 9 38	11 43	a 9 58	...	10 50
		Ditto	a 9 53	...	a 5 30	a 5 30	a 8 40	a 9 38	a.m.	a	...	d
551	76	Lockyer	a	...	a 6 2	a 6 2	a 9 10	a 10 6	a 12 10	a	...	11 25
788	82	Murphy's Creek	a	...	a 6 35	a 6 35	a 9 43	a 10 39	a 12 40	a	...	12 10
1537	91	Spring Bluff	a	...	d 6 35	d 6 35	d 9 43	d 10 39	...	d	...	a.m.
2003	99	Harlaxton	d 11 25	...	d 7 10	d 7 10	d 10 18	d 11 15	...	d	...	12 50
1921	101	Toowoomba R	11 25	11 55	7 10	7 10	10 18	11 15	1 10	11 25	11 55	12 50

For Notes (a, d), see page 3.

The steamers from the South proceeding to the Northern ports generally make a stay of two days in Brisbane, from one to one and a-half days in Townsville, and two days in Cairns; thus allowing a good opportunity for trips along the railway lines which run from these ports.



TOOWOOMBA (FROM CHRISTIAN BROTHERS' SCHOOL), 101 MILES WEST OF BRISBANE.

— BRISBANE —
JOHN OXFORD PHOTO

From Brisbane a variety of runs are optional. There is ample time to proceed to Toowoomba and return without any risk of being late for the boat, and this visit will well repay any person. The run occupies four to five hours, and every mile of the journey is full of interest.

Here is an example.—The Sydney Mail train leaves Brisbane at 7.50 a.m., arriving at Toowoomba at 11.55 a.m. In this 101 miles the traveller passes through

Main Line—Down Trains: Toowoomba to Brisbane.

Dist. from Wallangarra.	Stations.	South-West Mail. Sat. only.	Pass. Daily.	Pass. Daily.	Sydney Express. Daily. T.P.O.	Pass. Daily.	Sydney Express. Sunday. T.P.O.	Pass. Sunday.
Miles.								
132	Toowoomba R ...	a.m. 2 30	a.m. 7 20	p.m. 1 5	p.m. 5 5	p.m. 5 30	p.m. 5 15	p.m. 5 35
141	Spring Bluff ...	a 3 0	7 50	1 35	...	a 6 0	...	a 6 5
150	Murphy's Creek ...	a 3 30	8 20	2 5	...	a 6 33	...	a 6 35
161	Helidon R ...	3 55	8 45	2 30	6 26	6 55	6 36	6 59
166	Ditto ...	4 5	8 52	2 37	6 31	7 0	6 41	7 4
172	Gatton ...	...	a 9 4	a	...	a	...	a
178	Forest Hill ...	a 4 30	9 19	3 7	...	7 26	...	a 7 27
181	Laidley ...	a 5 0	9 34	3 21	...	a 7 41	...	a
189	Grandchester ...	a 5 30	9 45	3 33	...	7 52	...	a 7 49
197	Rosewood ...	a 5 50	10 10	4 1	...	8 17	...	a 8 16
203	Walloon ...	a	10 38	4 29	...	a 8 34	...	a 8 36
209	Ipswich R ...	6 15	11 9	4 57	8 10	a 8 45	...	8 48
	Ditto ...	6 20	11 15	5 5	8 15	9 0	8 20	9 7
232	Brisbane { Roma Street ...	7 7	12 15	5 57	9 2	9 6	8 25	9 12
233	Central R arrive	7 10	12 28	6 0	9 5	10 3	9 12	10 17
						10 5	9 15	10 20

The train timed to leave Toowoomba for Brisbane at 5.30 p.m. Week-days and 5.35 p.m. on Sundays will stop as required to pick up or set down passengers between Toowoomba and Ipswich, and will stop as required between Ipswich and Brisbane to set down passengers from beyond Ipswich.

EXPLANATORY NOTES.—TIME TABLES.

- (a) Train stops by signal to take on passengers, and will set them down when required. Passengers wishing to alight should give due notice to guard.
- (d) Train stops to pick up passengers on Driver observing passengers waiting on platforms, or to set down passengers if required. Passengers wishing to alight should give due notice to Guard. Guard will collect tickets. No persons except intending passengers should go on these platforms.

Ipswich, 24 miles; Rosewood, 35 miles; Laidley, 51 miles; Gatton, 61 miles; and Helidon, 72 miles; all the country *en route* is of interest to the visitor, possessing a variety of outlook that cannot fail to make the trip enjoyable.

The rich lands of Rosewood; the ascent of the Little Liverpool Range; the opening of the Lockyer Creek farm on its western slopes; the rich lucerne plains of Gatton; and to crown all, the ride over the Main Range, make a combination that cannot fail to give pleasure and instruction. The City of Toowoomba is situated at the top of the Plateau of the Darling Downs, at an elevation of nearly 2,000 feet above sea level. As nearly five hours may be spent here before the down mail train starts, drives to the various beauty spots of the City may be indulged in, and we commend the outlook from Picnic Point. Here a prospect that would be hard to beat is spread out at our feet—a vista of hill and dale, with picturesque homesteads nestling in the nooks and spurs



MAIN RANGE—FROM TOP OF CAMPBELL STREET, TOOWOOMBA, LOOKING TOWARDS HELIDON.

of the hills, the variety of colour of mountain, forest, scrub, and plain combine to make up a scene of enchantment. The drive may safely be prolonged through the farms and gardens of the Middle Ridge, and we venture to state that the traveller will acknowledge that a most enjoyable day has been spent, that new experiences have been met with, and the mental outlook considerably enlarged.

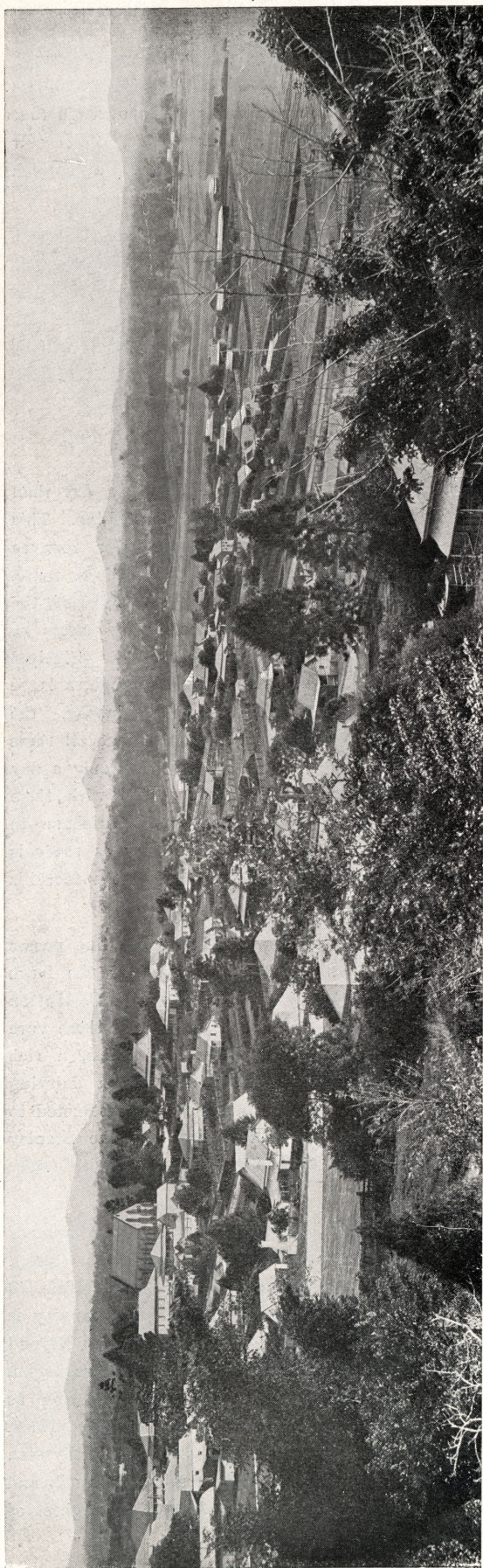
At Gatton there is an up-to-date Agricultural College, where students are trained in all branches of industries appertaining to the cultivating of the soil, and a visit to the College will well repay the time taken. As the Sydney Mail train does not stop at Gatton it will be necessary to take the 6.30 a.m. (daily) or the 2.15 p.m. (Tuesday and Friday) from Brisbane.

The North Coast Line.

There are few better ways of spending a day than taking a trip by rail along the North Coast Line. This line extends from Brisbane to Rockhampton, a distance of 397 miles, following what is known as the Coast route, viz.—running parallel with, although not in sight of, the coast. This line is of special interest, as it passes *en route* through the large towns of Gympie, the principal mining town of South Queensland; Maryborough, a large fruit-growing and timber centre; Bundaberg, the Southern sugar metropolis, and Gladstone; but all these towns are too far away for the Tourist with only a day at his disposal, therefore we will not deal with them just now; but the railway journey from Brisbane to Gympie is replete with interest, the scenery *en route* is charming, and the tropical scrub growth of the foothills of the Blackall Range would be hard to beat.

After leaving the Brisbane suburbs the line passes through Zillmere, 9 miles, where is situated the large ham and bacon curing factory of Messrs. J. C. Hutton Proprietary, Limited, and around which there are numerous pineapple gardens. Petrie, 17 miles, a rich dairying centre; Caboolture, 31 miles, also a dairying centre. At this point a line of railway is constructed to Woodford, to exploit the timber lands of the Stanley River and Kilcoy, an extension to Kilcoy being under construction.

After leaving Caboolture we catch a first glimpse of the Glass House Mountains (so named by Captain Cook). Beerburrum, adjoining the station of the same name, 40 miles; a magnificent view of the surrounding country is obtained from the summit of this mountain. Beyond this from time to time we catch glimpses of Tibrogargan, a bold bluff rock, which soon comes into full view as the train rushes past. Coonowran, or Crook Neck, 1,160 feet, and Beerwah, 1,760 feet, are occasionally seen in the distance—the former most peculiarly formed, and unscalable; the latter a conical peak, and the highest of the group.



GYMPIE, 106 MILES NORTH OF BRISBANE, VIEW FROM HOSPITAL.

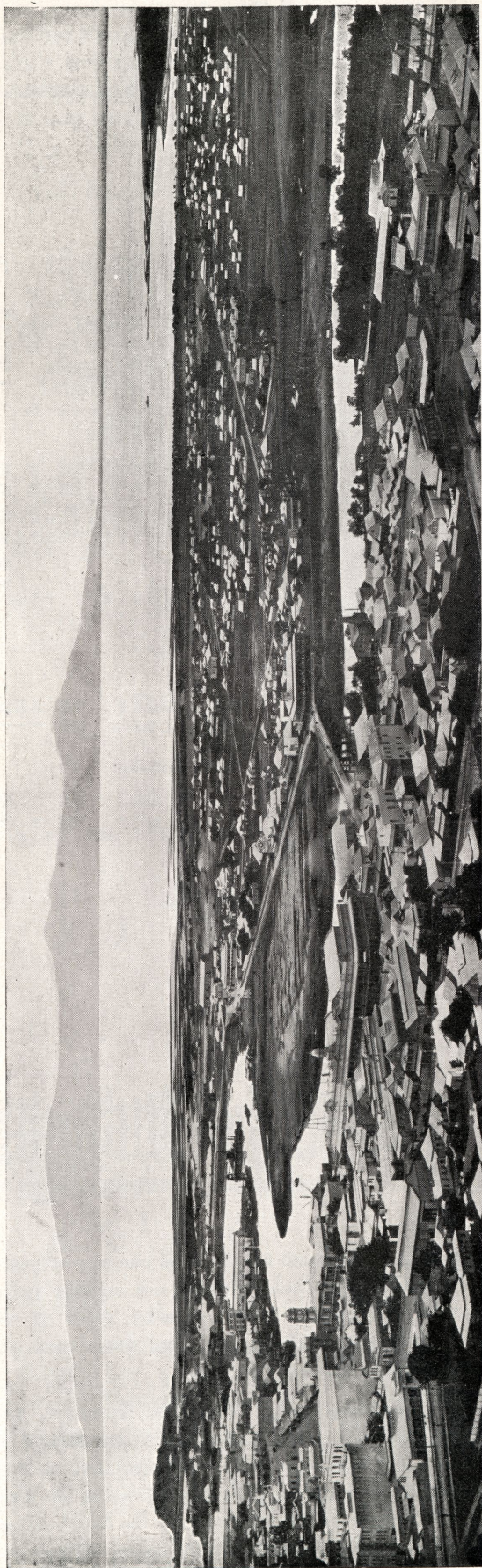
At Landsborough, 51 miles, we get the first view of the Blackall Range, which runs nearly parallel with, and from 10 to 12 miles from the Coast, and 4 to 6 from the railway line. Its sides and summit, where not cleared, are covered with dense vine scrubs, and the land is of the richest description.

North Coast Line—Down Trains: Brisbane to Gympie—Week Days.

Miles.	Stations.	Mixed. Daily.	+Goods Daily.	Mixed. Daily.	+Goods Daily.	Mixed. Daily.	Pass. Daily.	+Goods Daily.	Mixed. Daily.	Pass. Daily.	Mixed. Daily.	Pass. Daily.	R'hamp- ton Mail. Friday only.	Fri. only.	R'hamp- ton Mail. ex. Fri., and Sat.	Pass. Sat. only.
...	Brisbane { Roma Street depart { Central depart	a.m. 5 20	a.m. 5 50	a.m. 7 15	a.m. 8 8	a.m. 11 55	p.m. 12 2	a.m. 12 10	p.m. 4 40	p.m. 5 55	p.m. 7 55	p.m. 10 7	p.m. 10 25	p.m. 10 25	p.m. 10 55	p.m. 11 15
1	Brunswick Street	b 5 25	b 6 3	7 33	8 35	12 5	12 14	1 43	5 8	6 5	8 30	10 29	11 18	11 35	11 45	11 59
6	Northgate Junction	5 53	6 25	7 56	8 56	12 30	12 40	1 56	5 28	6 26	8 36	10 39	11 35	11 45	11 59	12 50
9	Zillmere	a	6 48	8 9	9 5	a	12 47	2 13	5 38	6 36	8 40	10 43	11 45	11 59	12 50	...
12	Bald Hills	a	7 10	8 20	9 12	12 55	12 52	2 18	5 56	6 50	8 50	10 53	11 59	12 50	...	...
14	Strathpine...	a	7 18	8 20	9 16	1 0	1 2	2 28	6 5	7 4	9 50	11 48	12 50	...	...	...
17	Petrie	a	7 35	8 35	9 24	1 25	1 2	3 13	6 51	7 53	9 50	11 48	12 50	...	...	...
31	Caboolture...	6 30	7 40	9 17	10 2	2 50	...	...	...	...	...	...	...	...	...	...
40	Beerburum	...	a	...	10 22	...	...	...	...	...	...	...	...	...	...	...
44	Glass Mountains	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
47	Beerwah	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
51	Landsborough	...	a	...	10 45	...	...	...	...	...	...	...	...	...	...	...
54	Ditto.	...	a	...	10 53	...	...	...	...	...	...	...	...	...	...	...
57	Mooloolah	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
57	Endlo	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
60	Palmwoods	...	a	...	11 15	...	...	...	...	...	...	...	...	...	...	...
62	Woombye	...	a	...	11 21	...	...	...	...	...	...	...	...	...	...	...
65	Nambour	...	a	...	11 28	...	...	...	...	...	...	...	...	...	...	...
69	Yandina	...	a	...	11 45	...	...	...	...	...	...	...	...	...	...	...
73	North Arm	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
76	Emundi	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
81	Cooroy	...	a	...	12 17	...	...	...	...	...	...	...	...	...	...	...
90	Cooran	...	a	...	12 48	...	...	...	...	...	...	...	...	...	...	...
102	Keefron	...	a	...	a	...	...	...	...	...	...	...	...	...	...	...
104	Monkland	...	a	...	1 20	...	...	...	...	...	...	...	...	...	...	...
105	Nashville	...	a	...	1 23	...	...	...	...	...	...	...	...	...	...	...
106	Gympie R	...	a	...	1 27	...	...	...	...	...	...	...	...	...	...	...

Growing in the scrub are immense numbers of picca-been (*Acontiphoenix Cunninghamii*) and cabbage palms (*Livistonia Australis*). Tree and other ferns of the finest varieties of giant growth; and these meet the traveller's eye as the train proceeds.

From Landsborough, Palmwoods, Woombye, and Nambour, there are roads leading up to the summit of the range, and the drive from the latter town is very beautiful, winding as it does through miles of Cane Fields. Nambour is the best spot in the South to see the process of sugar production in all stages. It possesses



TOWNSVILLE—ROSS ISLAND IN MIDDLE DISTANCE, CAPE CLEVELAND IN BACKGROUND.

an up-to-date sugar mill with a line of 2-feet gauge tramway traversing the different cane-growing farms in the district.

In the crushing season, which lasts from July to December, it is a scene of busy activity, train loads of cane arriving, and passing through the mill rollers, from

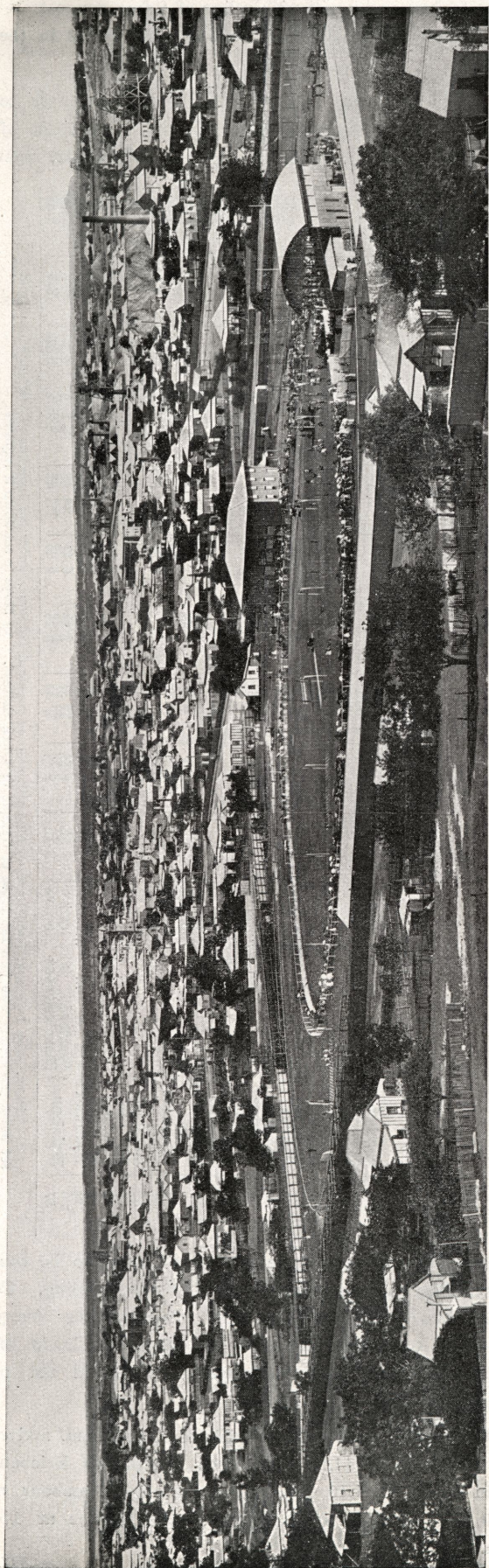
North Coast Line—Up Trains: Gympie to Brisbane.

Height	Stations.	Pass. Daily.	Mixed. Daily.	Pass. Daily.	Mixed. Daily.	Goods. Daily.	Rock- hampton Mail Except Sun. & Mon.	Rock- hampton Ma l. T.P.O. Sun. only.	Pass. Sunday only.	Pass. Sunday only.
		a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.
Ft.	Gympie	...	7 0	1 10	...	2 10	1 32	1 32	...	5 0
309	Nashville	...	a 7 4	a	...	a	...	a	a	a
200	Monkland	...	a 7 8	1 25	...	a	a	a	a	a
218	Cooran	...	a 7 49	2 0	...	a	2 22	2 8	...	5 40
248	Cooroy	...	8 14	2 26	...	a	a	2 44	...	a
361	Eumundi	...	a 8 27	a	...	a	...	3 14	a	a
85	Yandina	...	a 8 47	2 58	...	a	3 10	3 26	...	6 35
33	Nambour	...	9 0	3 10	...	a	a	3 32	...	6 52
49	Woombye	...	9 9	a	...	a	e	...	...	6 58
65	Palmwoods	...	a 9 16	3 24	...	a	...	...	a	a
88	Eudlo	...	a 9 26	a	...	a	d	...	a	a
84	Mooloolah	...	a 9 36	a	...	a	...	...	...	7 15
112	Landsborough	...	a 9 46	3 50	...	a	...	...	...	7 25
117	Ditto	...	5 57	3 58	...	a	...	...	...	7 33
	Caboolture	...	6 2	4 3	...	a	...	...	...	8 25
39	Petrie	...	6 55	4 43	...	a	...	...	a	a
22	Strathpine	...	7 32	5 25	...	a	...	...	a	a
57	Bald Hills	...	7 41	a	...	a	...	...	a	a
37	Zillmere	...	a 11 49	...	...	a	...	...	a	a
59	Northgate Junction	...	11 59	...	...	a	...	...	a	a
19	Brunswick Street	...	a 12 10	...	...	a	...	...	a	a
14	Brisbane { Central Roma Street	...	8 2	...	...	a	...	...	a	a
39		...	8 22	...	...	e	...	...	a	a
57		...	8 25	5 52	6 42	11 35	6 2	6 7	9 47	9 50
		...	8 31	6 14	6 48	11 40	6 5	6 10	9 58	9 58
		...	12 37	5 52	6 48	11 40	6 27	6 20	9 58	9 58
		...	12 51	6 14	6 48	11 40	6 27	6 20	9 58	9 58

NOTE.—The 1.32 a.m. train from Gympie will stop as required between Northgate Junction and Brunswick Street to set down passengers who join the train at Gympie or north thereof. (e) Stops to set down if required.

whence the expressed juice is pumped away to be converted into sugar in another part of the building. To those who have not previously witnessed the many processes to which the cane is subjected, it is an interesting sight, and the opportunity should not be neglected.

The train which leaves Brisbane at 8.35 a.m. arrives at Nambour at 11.28 a.m. The Gympie to Brisbane train leaves at 1.10 p.m., passes through Nambour at 3.10 p.m., arriving at Brisbane Central Station at 5.52 p.m.



CHARTERS TOWERS GOLDFIELD, 82 MILES WEST OF TOWNSVILLE.

In addition to the trips previously mentioned, there are many others worth considering:—

A train runs from South Brisbane to Southport and Tweed Heads on Tuesdays, Thursdays, and Saturdays, at 7.40 a.m., arriving at its destination at 11.40 a.m. And on Mondays, Wednesdays, and Fridays, at 10.5 a.m., arriving at Tweed Heads at 2.0 p.m.

On the return journey the train leaves Tweed Heads at 2.45 p.m. and Southport at 4.15 p.m. daily, except Sunday, arriving at South Brisbane at 6.50 p.m. On Sunday, leaves Tweed Heads at 4.50 p.m. and Southport at 6.15 p.m., arriving South Brisbane at 8.45.

On this trip the traveller has an opportunity of seeing the valley of the Logan River, the line skirting its banks for a considerable distance; the Albert and Coomera Rivers, Southport, and Nerang, and after crossing the latter river and Tallebudgera Creek, it approaches the ocean beach, which it skirts for several miles. Return fares from South Brisbane to Tweed Heads are 16s. 1st class, and 10s. 2nd class.

A line branches off the Main South Coast Line at Bethania Junction, 21 miles from Brisbane, and follows up the valley of the Logan River to Beaudesert, 47 miles. Return fares from South Brisbane to Beaudesert are 12s. 9d. 1st class and 8s. 6d. 2nd class.

These two lines traverse some of the finest dairying lands of Southern Queensland, the scenery is fine and varied, the whole trip being very enjoyable and will well repay the time spent.

Another line of railway runs from South Brisbane to Cleveland, 23 miles. This line runs in a southerly direction through Wynnum, 12 miles, and Manly, 13 miles, two favourite watering places on the shores of Moreton Bay; and at Wellington Point enters a belt of first-class red volcanic soil. From this onward the district is occupied by fruitgrowers, strawberries, citrus fruits, mangoes, and pineapples being the principal products; and a day or two spent in visiting the different orchards will be much enjoyed. The return fare to Cleveland is 4s. 3d. 1st class and 3s. 2nd class.

If one's time is very limited, and there is only time for a short run, we recommend the Tourist to take a ticket for Sandgate, which is a town on the Northern shores of Moreton Bay, 13 miles distant from Brisbane; being on the suburban system, trains run at frequent intervals.

This trip will take one through the pineapple gardens of Nundah and Nudgee. The return fare to Sandgate is 2s. 1st class and 1s. 4d. 2nd class.

Copies of Time Tables for all lines may be obtained at any railway station, or on application to the Railway Inquiry Office, City Buildings, Edward street, Brisbane.

Townsville.

There is always a delay of a day at Townsville, and this may be spent by paying a visit to Charters Towers.

Trains leave Townsville at 7.0 a.m., and 12.15 p.m. daily, 6.25 p.m. (except Mondays), 6.50 and 9.0 p.m. (Mondays), and Charters Towers for Townsville at 4.40 a.m. (Mondays), 7.40 (except Mondays), 8.10 a.m. (Mondays), 2.0 and 5.40 p.m. daily, the return fares being 23s. 3d. 1st class and 15s. 2d. 2nd class, and the excursion fares available on Fridays and Saturdays to Mondays 17s. 8d. and 11s. 6d. respectively.

Charters Towers is Queensland's most famous gold-field, and in point of population is the second city of the State, estimated at 17,298 within a 5-mile radius. Being over 1,000 feet above sea level, its climate is good, the nights being invariably cool and pleasant. Gold was discovered here in 1871. The output for 1912 was 96,046 fine ounces, besides the value of the concentrates, and gold recovered from the tailings by cyaniding process, the output of "Brilliant Extended," alone for the year 1912 from this source being £67,182. The principal lines of reef are Queen's Cross, Victoria, Caledonia, Brilliant, Bonnie Dundee, Day Dawn, Band of Hope, Victory, and Blue Peter.

Cairns.

There is ample time for excursionists to visit Atherton and the Barron Falls whilst the steamer waits,



STONEY CREEK FALLS.

and no one should miss the opportunity. There is no place in the whole Commonwealth which presents such a variety of beauty and grandeur as may be seen in this short railway trip of 68 miles.

The following brief account of the trip by one who has made it several times will convey some idea to the reader of its beauties:—

“ But Cairns is not the tourist’s destination, it is merely a resting place by the way. The mountain peaks that are so clearly visible from the ship’s deck, are calling to him, and he longs to climb to higher altitudes and investigate for himself the mysteries they hold.



BARRON FALLS.

Up there is the Barron Gorge, the numberless cataracts and beauty spots that hitherto he has only seen in pictures and dreams, and Cairns with all its attractions must take a second place.

“ So a ticket is secured and a place taken on the panting train, and the journey to the wonderful commences.

“ At first the line is flat, but interesting, for on every side the luxuriant tropical foliage is in evidence, and at 7 miles we reach Redlynch, at the foot of the

Barron Range. About a mile from Redlynch Railway Station there is Kamerunga State Nursery, which is well worthy of a visit. Here are grown coffee, cocoanuts, breadfruit, and other tropical products too numerous to mention, and here also are being worked out many problems of tropical agriculture for the benefit of all dwellers in the North. And whilst the utilitarian is the main feature of the Nursery, the aesthetic is not lost sight of, for there is a magnificent plantation of ornamental foliage plants that is worth travelling a thousand miles to see.

“ From Redlynch the ascent of the range commences, and a change is at once noticed in the character of the country; at 19 miles we reach the Barron Falls Station, 1,065 feet above sea level. Still the track continues to

Cairns Railway—Up Trains: Cairns to Herberton.

Height.	Miles from Cairns.	Stations.	Mxd. Daily.	Mxd. Ex. Thur.	Mxd. Mon. Wed. & Fri.	Mxd. Thur. only.	Mxd. Sat. only.	Mxd. Ex. Thur. & Sat.	Mxd. Thur. only.	Fares from Cairns.							
										Single.		Return.		Excursion.			
										1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
										s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Ft. 5	...	Cairns R	a.m. 7 0	...	...	p.m. 1 5	...	p.m. 3 25	...	...	...	...	...	...	...	...	...
23	6	Freshwater	a 7 25	...	...	a 1 35	...	a 3 55	...	...	...	...	...	...	...	...	...
29	7	Redlynch	d	...	...	d	...	d	...	...	...	...	...	...	...	...	...
664	14	Stony Creek	d	...	...	d	...	d	...	...	...	...	...	...	...	...	...
1065	19	Barron Falls	d	...	...	d	...	d	...	...	...	...	...	...	...	...	...
1080	21	Kuranda	d	...	...	d	...	d	...	...	...	...	...	...	...	...	...
		Ditto	8 35	...	...	3 0	...	5 15	...	...	...	...	...	...	...	...	...
		depart	8 50	...	...	3 10	...	5 30	...	...	...	...	...	...	...	...	...
1260	41	Biboohra	a 9 55	...	...	4 25	...	d	...	...	...	...	...	...	...	...	...
1325	46	Mareeba	10 10	...	...	4 40	...	7 15	...	...	...	...	...	...	...	...	...
		arrive	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		depart	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1325	46	Mareeba	...	10 35	...	5 0	...	...	...	...	...	...	...	...	...	...	...
2150	60	Rocky Creek	d	d	...	d	...	...	...	...	...	...	...	...	...	...	...
2457	64	Tolga	...	11 55	...	6 20	...	...	...	...	...	...	...	...	...	...	...
		Ditto	...	12 5	...	6 30	...	...	...	...	...	...	...	...	...	...	...
2466	68	Atherton	...	12 15	...	6 40	...	...	...	...	...	...	...	...	...	...	...
		arrive	...	12 45	...	7 5	...	...	...	...	...	...	...	...	...	...	...
		depart	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2890	82	Herberton	...	2 10	...	8 30	...	...	...	...	...	...	...	...	...	...	...
3162	99	Tumoulin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		arrive	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

The 7-0 a.m. train from Cairns connects with train to Chillagoe on Mondays, Wednesdays, and Fridays at Mareeba, and with train to Malanda at Tolga daily except Thursday.

rise, but now more slowly, and skirting the banks of the Barron River above the Falls, Kuranda, Myola, and Biboohra are passed, and at 46 miles Mareeba is reached. Here the Chillagoe line branches off in a westerly direction, but there is the Atherton Scrub to be seen. The tin

fields of Herberton, Lake Eacham, the Mill Stream and Tully Falls are all calling, and so a fresh start is made for the first named, which is 68 miles from Cairns.

“ Every mile of this route is interesting and varied; the track continues on the up grade, Atherton being at an altitude of 2,466 feet above sea level. In the scrub the principal industry is, of course, timber. Here is the home of the giant red cedar, the silky oak, the satin wood, and numerous other fancy and valuable timbers suitable for cabinet work. As the scrub is cleared it is put into cultivation, mostly in maize, and phenomenal crops are the result in good seasons—and good seasons are the rule.”

Volumes have been, and will still be written on the subject, but to appreciate them we must adopt the advice of the celebrated war correspondent, Donald McDonald:—

Cairns Railway—Down Trains: Herberton to Cairns.

Stations.					Mixed. Daily.	Mixed. Tues., Thurs., & Sat.	Mixed. Daily.
					a m.	a.m.	a.m.
Tumoulin	...	...	...	.. depart	...	8 10	...
Herberton	...	...	...	.. depart	...	9 35	10 0
Atherton	...	...	...	... arrive	...	•	11 15
Ditto	...	...	...	... depart	...	...	11 35
Tolga	...	...	...	... arrive	...	...	11 45
Ditto	...	...	...	... depart	...	...	11 55
Rocky Creek	...	...	...	...	...	...	d
Mareeba	...	...	...	... arrive	...	...	12 55
Mareeba	...	...	...	...depart	7 0	...	1 30
Biboohra	...	...	...	...	a 7 15	...	a 1 45
Kuranda R	...	...	...	... arrive	8 25	...	2 50
Ditto	...	...	...	... depart	8 35	...	3 0
Barron Falls	...	...	...	...	d 8 40	...	d 3 5
Stony Creek	...	...	...	...	d	...	d
Redlynch	...	...	...	...	a 9 25	...	3 50
Freshwater	...	...	...	...	a	...	a
Cairns R	...	...	...	... arrive	9 50	...	4 15

The times at intermediate stations shown with a letter are the approximate times only.

“ In a short railway ride of 20 miles from Cairns one may travel through some of the finest scenery of Australia, culminating in the magnificent Barron Falls, the king of cataracts. The train runs most of the way along the Barron Gorge, in scenery wild and majestic, and the trip is one which no tourist going northwards should miss. I have ridden on the box seat of a coach through the famous Buller and Otira Gorges of New Zealand, and looked practically down into Eternity, with only a solid foot of roadway intervening, but it is not more thrilling than this railway running through the Barron Gorge, where there is always the comfortable feeling that your lease of life is not terminable by a false step on the part of one of the leading horses. The train stops at the Falls, of which there is a superb view. There is no necessity to rhapsodise—go and see it.”

Of the Cairns District, Mr. Randolph Bedford writes as follows:—“ On the tableland at Kuranda another new world begins for the Southerner. He has had the wonder

of the Reef passage, and the romantic new experience of a tropic town in his own country; and now comes to him the marvel of the Atherton Scrub. He has seen the Barron Falls at Kuranda—so indescribably magnificent that only a bad craftsman would attempt their description; a quarter of a mile of mad water, leaping 800 feet to a gorge wandering reptiliously to the sea—a serpent in diorite; and half-way down the descent of the Barron River into the gorge, a central tooth of blackened rock, and on it a tree growing calmly in all that hell of tortured suds and water. . . . The southerly railway strikes over an elevating plain of basalt, and, in 18 miles or so, reaches Atherton. There is absolutely no more beautiful forest nor any richer soil on earth than this. I lived in and near this Atherton forest for a year or two, and to me its beauty is as fresh and alluring as when I first saw it, nine years ago. There are cedars and crow-foot elm and silky oak, rosewood and satin-wood, ferns, orchids and flowering vines carrying a hundred feet of blossom from ground to summit; banyans of marvellous extent and decorative beauty. Lake Eacham, the unfathomable, which was once an active volcano, and is now a tarn of violet water in the mountains, is only two hours away. Herberton, with its climate of southern Tasmania, is but a dozen miles distant by the coach road across the range.”

Mr. H. Dutton, of Analby, S.A., who recently made a cruise in the steam yacht “Adele” in Northern Queensland waters, in an interview with a *Courier* reporter, states as follows:—“The truly tropical character of the Cairns scenery, the stately palm trees, luxuriant foliage, and the waterfalls all made a picture such as the party had not seen anywhere else in Australia. The scenery is unsurpassed in any part of the world.”

The Rev. L. L. Wirt writes:—

“For him it was reserved to draw back a curtain of tropical foliage in far Northern Queensland, and there gaze upon what he immediately felt was Nature’s Australian Masterpiece.

“The pictures of Barron Falls do not impress one. This whole region awaits a photographer, with soul, and the courage to exploit its glorious canyon with bare feet and rope ladder.

“Upon examining the ‘Official photographs’ one would not venture to estimate the height of the Falls at more than 100 feet. As a matter of fact, the wild plunge is nearly 1,000 feet. Instead of a creek, which, to judge from the pictures, one may leap across, a deep generous stream, shaded by exquisite flora and lending itself to boating half a mile above the Falls, hurls itself over the precipice even throughout the dry season, with a roar that can be heard for miles.

“Every mile of the journey from Brisbane to Kuranda is interesting; much of it is beautiful; parts of it extremely fine.

“ From Cairns the 22 miles railway journey to the Falls is one of momentary delights and surprises. Through palm orchards, around pawpaw groves and across banana plantations, the train takes its way until the rich bench lands are left behind, and the steep climb of the range commences. Soon, plain and ocean stretch out like a panorama, while the train dodges in and out of the rocky spurs of the mountain. Graceful creepers droop from the festooned trees and form a lovely tropical wall of foliage behind which the train steadily passes on her way up the ascent. Rare tropical fruits and exquisite flowers appear and disappear before they can be half examined.

“ Spider-like bridges are crossed under which mountain torrents rush to plunge into the Barron Gorge that ever narrows and deepens on your right hand.

“ Passing through a mountain spur that looks suspiciously like a glacial moraine, the train emerges upon the very edge of the Barron Gorge, from this point bears a striking resemblance to the grand canyon of the Colorado. The sides are so nearly perpendicular that a stone thrown from the carriage platform would plunge into the foaming stream 900 feet below without once touching the seamed and polished wall.

“ A wilder or grander ride than that which is enjoyed for two miles along the brink of this chasm is certainly not to be had in Australia. A keen observer will presently notice that the rock-ribbed sides of the canyon are drawing together, and soon they meet, forming a *cul-de-sac* at a point where the end wall is 700 or 800 feet in height. Another deep cutting is negotiated, and then, shooting into the light, the panting locomotive stops—while from every window leans an astonished and admiring passenger, gazing at Nature’s masterful handiwork.

“ The Barron River, flowing gently through a placid little lake, tumbles for half a mile over great boulders, and then, with a hoarse shout, shoots over the inclosed end of the Gorge, and lashed into a fury of whiteness, drops 700 feet with a hop, skip, and jump into the depths of a foam-flecked pool.

“ About two miles further on the train pulls up at Kuranda Station, a place destined to be the sanatorium of the North, charmingly situated upon a site that slopes gently down to the lagoon or widening of the River. Jumping into a boat, a few minutes’ pull under the overhanging trees, with here and there great lilies resting on the clear limpid water, brings you to the “ Coffee Plantation.” To those who have never seen tropical jungle, the half-mile walk back to the coffee fields is a revelation. Here a dozen varieties of palm spread their graceful fronds amidst yet another family of eucalypts. Broad-leafed annuals of immense size hide ferns of maiden hair delicacy 10 feet high. From tree to tree

vines and creepers swing, and everywhere epiphytes, from tiny, flowering orchids to the gigantic elkhorns, have attached themselves to the luxuriant growth.”

The late Hon. C. J. Ham, of Melbourne, speaks in superlatives of the winter climate of this State, also of the scenic beauties of the North. He was deeply impressed with the wonderful resources of Queensland—resources which are not truly appreciated by those in the Southern States. His trip to the North, he says, has been a revelation to him, and he points out that residents of Southern Australia are exceedingly fortunate in so much that a few days’ journey will enable them to escape the terrors of their winter, and find a genial climate in Queensland.

On the 12th June, 1908, a party of Southern tourists by the “Wyreema,” made the trip to Atherton by rail, and the following is an extract from a letter sent by them to the Minister for Railways:—

“The scenery *en route* is most charming and surprisingly beautiful, and the grand trip will remain indelibly impressed upon our memories as one of our most pleasant recollections.”

For the convenience of steamer passengers the Railway Department has arranged that on receipt of a guarantee of not less than 40 first class passengers, a special train will be run from Cairns to Kuranda and back.

Applications to be made to the Traffic Manager, Cairns.

The Mulgrave District.

Many visitors to Cairns are under the impression that when they have visited the Barron Falls and Gorge, the Atherton and Tolga Scrubs, and the Chillagoe and Mungana Caves, they have exhausted all the sights of the District—but so far they have only seen the half. There is still the fertile valley of the Mulgrave and Russell Rivers with their waving cane fields, beautiful palm scrubs, and famous mountain peaks, therefore no one desirous of obtaining an idea of the varied resources of North Queensland in general, and Cairns in particular, should miss this interesting trip. Up to the present you have perhaps wondered where the Cairns sugar plantations were, no sign of them having met your eye as you ascended the Range. At Atherton you have seen the fine maize fields, but no sign of sugar-cane growth, and you naturally inquire where they are to be found, which will open up to you this interesting feature of tropical agriculture.

The Mulgrave line, which is 42 miles in length, runs almost parallel with the coast, but separated from it by a chain of mountains, crosses the Mulgrave River near the township of Nelson, 14 miles from Cairns, and thence follows the course of that river in a southerly direction to its junction with the Russell, thence up the valley of

the Russell, crossing in its course Harvey's, Junction, Frenchman, and Babinda Creeks; on the south bank of the latter is situated the present terminus, but the line is being extended to connect with Innisfail on the Johnstone River, and will form a part of the North Coast line authorised by Parliament in 1910 to be constructed.

The first sugar mill is Hambledon, $7\frac{1}{2}$ miles, the property of the Colonial Sugar Refining Company. The Mulgrave Central Mill is near the township of Nelson, at 14 miles, and is a co-operative concern, but these two factories are unable to deal with the large area of cane growing on the rivers, and it has been approved to establish another Central Mill near the Southern terminus of the line on Babinda Creek. Further large areas of land are being cleared and cultivated.

The quantity of cane treated during 1908 was 131,403 tons, the produce of 7,128 acres; but with further facilities, as indicated, there is no reason why the output should not be doubled in 1913, when the new mill is expected to be ready.

From a scenic point of view this line is very interesting; on the coast side are the Murray Prior Range, Grey Peaks, and the Graham Range; whilst on the western side are Walsh's Pyramid, standing boldly up from the valley, Mount Sophia, Bellenden Ker, with its three prominent peaks, the middle being the highest, 5,500 feet, and last but not least, Mount Bartle Frere, the highest mountain in the State.

Down this valley flows the Mulgrave River in a southerly direction, with the Russell and Behana, Harvey's, Junction, Frenchman's, and Babinda Creeks as tributaries.

The ascent of Bellenden-Ker does not present any insuperable difficulties. Of course a guide is necessary, and from Harvey's Creek the distance is only 10 miles, but the climber must be prepared to face some hard work, as the track is overgrown with scrub, and a night's camp on the summit has to be faced. Should Bartle Frere be the point of attack, the ascent should be made from Babinda Creek, where a comfortable and spacious hotel has been erected. To the lover of Nature, and especially the botanist, the rewards are great; many rare and valuable plants thrive at the various altitudes.

CAIRNS-MULGRAVE RAILWAY.

Trains leave Cairns daily at 7.15 a.m. for Moolibah and 2.30 p.m. for Babinda, arriving at 12.5 and 6.20 p.m., and leave Babinda on the return journey at 6 a.m., arriving Cairns at 9.40 a.m., and leave Moolibah at 12.50 p.m., arriving Cairns 5.40 p.m. On Mondays, Wednesdays, and Fridays the 2.30 p.m. from Cairns is extended to Moolibah, arriving at 6.45 p.m., leaving Moolibah on Tuesdays, Thursdays, and Saturdays at 5.25 a.m.

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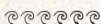
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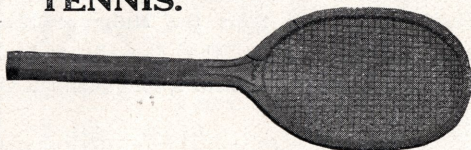


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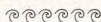
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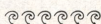
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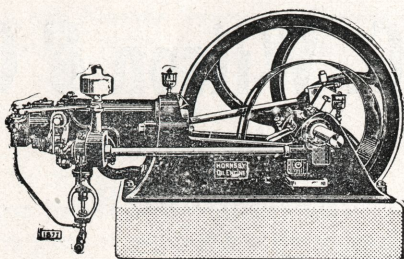
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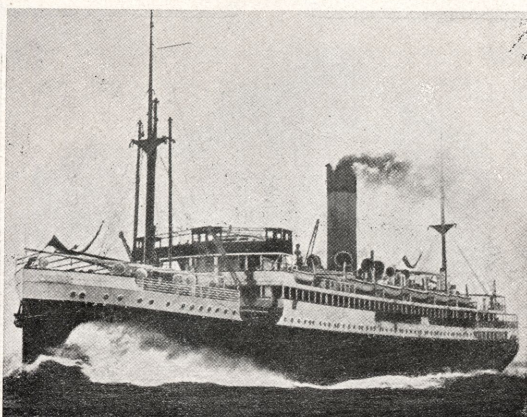
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S.S. "WOLLOWRA"	- -	3,000 tons.
S.S. "INNAMINCKA"	- -	2,501 tons.

NORTHWARDS.			SOUTHWARDS.		
—	A.	L.	—	A.	L.
Melbourne -	...	Tue-day	Cairns -	...	Wedn'sd'y
Sydney -	Thursday	Saturday	Townsville -	Thursday	Thursday
Brisbane -	Monday	Tuesday	Bowen -	Friday	Friday
Mackay -	Thursday	Thursday	Mackay -	Friday	Friday
Townsville -	Friday	Saturday	Brisbane -	Sunday	Tuesday
Cairns -	Sunday		Sydney -	Thursday	Friday
			Melbourne -	Sunday	

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The Adelaide Steamship Coy.'s Passenger Steamers arrive at Cairns
Sunday morning, and leave that port Wednesday, thus giving tourists
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other places of interest.

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* T.S.S. "INDARRA"	9,754.	T.S.S. "WYREEMA"	6,338.
* "KYARRA"	6,953.	* "LEVUKA"	6,130.
* "KANOWNA"	6,942.	S.S. "WYANDRA"	4,058.
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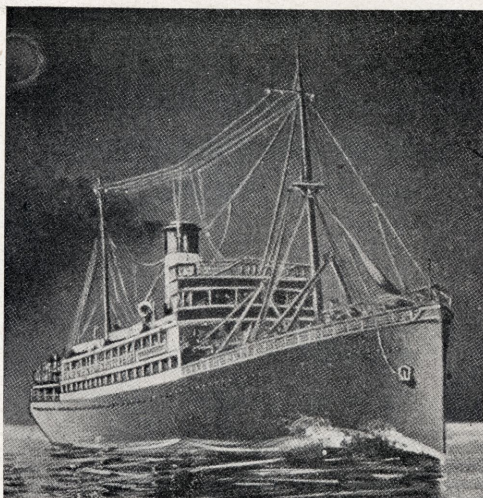
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	Arr.	Leave.
Melbourne	..	Wed.
Sydney	Friday	Sat.
Brisbane	Mon.	Tues.
Port Alma, R'khampton	Wed.	Wed.
Mackay	Thurs.	Thurs.
Townsville	Friday	Sat.*

SOUTHWARDS.

	Arr.	Leave.
Townsville	..	Sat.
Mackay	Sun.	Sun.
Port Alma, R'khampton	Mon.	Mon.
Brisbane	Tues.	Wed.
Sydney	Friday	Sat.
Melbourne	Mon.	Wed.*

* Cn Return.

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¶ Commercial Travellers, Traders, Clergymen, Press and Tourist Season Tickets will also be issued at the City Booking Office.

¶ The office will be open from 9:0 a.m. to 5:30 p.m., and Saturday 9:0 a.m. to 12:30 p.m., and during these hours Sleeping Berths for all trains in the Southern and Central Divisions, and Parlour Car Chairs and Seats in the Sydney Mail Train may be reserved and tickets obtained; before and after these hours the booking will be ——— done at Central Station. ———

Telephone No. 3915

A letter addressed to the Traffic Superintendent, Commissioner's Office, George St., Brisbane, will receive prompt attention.



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